

**Aerial Delivery and Field Services Department
US Army Quartermaster Center and School (Corrected Copy)**

Minutes of the Tri-annual Malfunction Review and Safety Analysis Board Conducted 23-24 June, 1999.

1. MAJ Jones and MSGT AL Wagner, ADFSD, convened the board, and made administrative remarks.
2. AF SMSGT Wilkerson HQ AMC DOK advised on new developments:
 - Towed Parachutist Retrieval System is standard equipment on the C-17 and the Air Force C-130 has been equipped with the TPRS. The C-141 will not be equipped with the TPRS due to its short life span. The TPRS systems for C-5 are on hold due to mission requirements.
 - In the heavy drop environment the Extraction Parachute Jettison System Device will be tested later this year.
 - The new Extraction Parachute Message has been released from Fort Lee. The message gives guidance on extraction parachute weight range requirements per Aircraft extraction limitations and extraction line performance.
3. AF MSGT Tom Makkibin of United States Air Force Europe (USAFE) advised on new developments:
 - Tri-Wall Aerial Delivery System (TRIADS) designed for Humanitarian Relief Missions.
 - TRIADS Problems: HDR Source, Boxes, Rollers, Buffer Stops Assemblies, Oxygen Hoses, Facility Storage, Airlift Requirements and written guidance.
 - TRIADS system uses extra rollers for movement and uses a gate similar to CDS release gate.
 - TRIADS needs to be incorporated into the rigging doctrine with loading requirements and checklists.
4. AF MSGT Al Wagner covered highlights on the Joint Airdrop Malfunction Manual AR 59-4/AFI 13-210.
 - Minimum Rank requirements
 - List of equipment needed to complete duties.
 - 59-4 has an appendix that contains a checklist for Malfunction Officer Duties.
 - Malfunction Officer Duties are broken down into two separate areas: Personnel and Airdrop.
 - Malfunction Officer should immediately contact AF Tactics on malfunction for inspection of aircraft.
 - MAM 99-01 MIRPS Cone Lock. The rigging procedure has been changed.
 - MAM 99-04 MC4. The MC4 personnel parachute has a recall on equipment items manufactured by Pioneer.
 - FM 10-500-2/TO 13C7-1-5 message was released on 7 June. It referenced Extraction Parachutes and Extraction lines, Table 2-8.
 - FM 10-500-2 is currently under revision. All change "2028's" should be submitted through the Internet <http://www.lee.army.mil/quartermaster/adfsd> or e-mailed to mcbrider@lee.army.mil.
 - M-1 Timers are on backorder and currently not in stock.
 - Mass Tac Combat Parachute Drops. Jumpmasters should consider that soldiers not stand on Red Web Seats. These seats are not designed to sustain the soldier's entire rigged weight. The Air Force currently replaces 23% of seats per Mass Tac Drops.
 - EFTC 12' Cables are not in stock. Contract award date is 30 July 99.
 - EFTC clarification message is currently being written.
 - 95% Fuel Test being conducted by the 82nd ABN Division.
 - 35 Pounds Per Square Foot (PFS) for LVAD. CRRC are 2100 and are equated as a CDS load per engineer specifications. The LVAD loads are specific and 35 PFS have been incorporated into the manuals by engineer design.
5. MAJ Jones advised on AR 59-4:
 - Requesting waiver for Malfunction Officer, Reference 59-4. The Malfunction Officer should have the experience to conduct a proper investigation and be considered an SME.

6. CW4 Kendall Soldier System Biological Command advised:
 - M-1 releases made in 1996 by Capwell have timers and toggles defects. There is currently 35 M-1 Releases manufactured by Capwell in the field.
 - MIRPS Canopy; check the service date for life cycle. Natick is currently getting ready to purchase MIRPS Canopies. CW4 Kendall is the POC for MIRPS Canopy replacement request.
 - MAM 99-04 MC4. The MC4 personnel parachute has a recall on equipment items manufactured by Pioneer.
 - Parachute Mending Cloth, the contract award date is 30 July 99.
 - AR Square Test Chamber.
 - Digital Test Chamber is in Depot.
 - NSN is pending upon verification of manual procedures.
 - MTT's are being coordinated with the Aerial Delivery and Field Services Department (ADFSD) on training.
 - Modified AR Square contract will be awarded this year.
 - The TM Manuals can be ordered through Saint Louis Publications. The CD-ROM ordering number is EM 0132.
 - Cotton Duck shortage. Due to the shortage, 23,000 static lines can be manufactured with the remaining cotton duck in stock.
 - Navy MC1-1B contract will be awarded in 60 days.
 - MC1-1C blowing section in the orafus. Natick is trying to resolve this issue.
7. CW4 Neises Soldier System Biological Command advised on R&D Programs:
 - MIRPS is in its second phase and is due to end in May 00. The third phase is un-funded and the units that are effected by this are European, National Guard and small units.
 - ATAPS is replacing the T10 parachute. ATAPS will begin DT testing 4th QTR FY 99 and fielding is projected for Aug 03. During the ATAPS fielding, the units will be required to exchange 1 for 1 parachute.
 - Universal Static Line (USL) for all jump-able aircraft in FM 57-220 will begin DT testing 4th QTR FY 99 and fielding is projected for Aug 00.
 - 20' static line is for XVIII Corps & USASOC contingency missions on C-17 aircraft. C-17 for JA/ATT is still not authorized. No safety release issued by TECOM.
 - Dual Row Airdrop System (DRAS) uses the C-17 logistical rails for side by side airdrop. Modified type V (width 108" taken down to 88") in 16' length only will be used. DRAS is gravity released not extraction release, i.e. release is like CDS.

QUESTIONS:

8. CW4 Waldo COSCOM Parachute Office:
 - Why do we have two types of G11 series parachutes in the system? The G11B /C series should be reduced to one . By doing this it would reduce the number of parachutes that have to be maintained in unit level by types. It would be logistically easier to support. If the only thing holding the deletion of the G11 B from the system is the CARP DATA or the lack of DATA then we need to pursue that objective and delete the odd G11 parachute out of the system. Current CARP DATA is for 1-4 G11B's and 4-8 G11C's .
 - Question directed to CASCOM.
 - Why do we not obtain the CARP DATA for 1-4 G11C's and delete the G11B parachute from the system? It would appear to be an easy fix.
9. Gunny Sergeant Crady Naval Safety Center:
 - Will the G-13 publications continue to be published? In are current command we have quite a few of G-13 parachutes still be used.